

brought your ideas out vividly and I wish that the HERALD's article could be put before every person, so that all could see the true facts of your message, and not the stories printed in the radical papers of this city."

## SEE MILLER'S PLAN WIN MINUS URGING

G. O. P. Leaders Here Will Not Exert Pressure on Legislators for Support.

## ENOUGH VOTES IN SIGHT

Long Island Realty Exchange Added to Those in Favor of New Traction Ideas.

Convinced it will win on its merits, the attempt will be made by the Republican organization leaders in New York city to exert pressure on the members of the Legislature to vote for Gov. Miller's plan of transit. It is already known that the plan has the support of a large number of prominent citizens, and it is believed that the plan will be adopted by the Legislature.

Edward Reynolds, vice-president and general manager of Postal Telegraph and Cable Company, "It may interest you to know that the comment I have heard in many quarters is to the effect that it is refreshing to have some one appear who seems to have a clear idea of what is desired and how to bring it about and has the courage to approach the matter without hesitation."

Board of Governors, Real Estate Investors of New York, "I am disgusted with the traction problem because it deserves complete approval and support by all."

Frank Sterry, Manhattan: "The people I come in contact with think you are perfectly right and that you have solved the problem."

Martin Saxe, Manhattan: "Your plan is the only plan that I have heard suggested which has any merit whatever."

## Sound, Sensible and Original.

Halley Fiske, Manhattan: "Your views seem to be sound and sensible, as well as original, and if carried out they will meet the situation."

Randall J. Lehoucq, Albany: "Yours is the first practical suggestion in many years of a reorganization through which the commission may perform its intended function."

William Barclay Parsons, Manhattan: "The whole question has now become so muddled that the only way is the one that you have pointed: Have a disinterested commission appointed to ascertain and state fully the facts."

Herman A. Metz: "A divided jurisdiction has always made possible agitation for one set of bodies for political purposes. It ought to be abolished and a condition created that would be free from political influence or local advantage to limited sections."

Charles Aronson, Manhattan: "We have suffered so much from cheap demagoguery, petty politics on this vital question that your message is a refreshing and timely one. You are thinking public are with you and will support your endeavors."

"Dick" Butler, New York: "I want to be congratulated on the way you handled the plunder-mob mob. You not only sent the home rule bunch back pretty badly battered; you tongue tied them all. I understand the Mayor only talks about the home rule bunch, but you're a political Babe Ruth—you got on to their curves and put the Mayor battery on the friz. Look out for any home rule bunch that comes to the street; that's where our Mayor graduated from and where he learned his Golden Rule."

William Raymond Burling, president Brooklyn Real Estate Board: "Your programme on the transit situation has been most carefully scrutinized, studied and endorsed by our transit committee. It is reported that the Mayor is a unanimous indorsement of your stance and mainly stand on this most intricate and trying situation was voted."

Lewis H. Pounds, Brooklyn: "It has taken some little time to get the public started, but they are coming fast. I believe that you will have the practically solid support of our Kings county delegation. I know that our county organization is most sincere in exercising its influence to support your message and will support the bill that will be introduced in carrying it out."

William D. Judson of the Brooklyn Board of Trade: "May I venture to mention to the board that the transit issue, political, personal and selfish, will not bend your resolution that this city shall eventually obtain the concentrated business management of its transit system, and that the transit system be essential to proper operation and the early development demanded by our rapid and constant growth."

## Democrat Ex-Senator for It.

William Copeland Dodge, Democratic ex-senator, who represented the Twentieth district of Manhattan during 1919-1920: "My regret is that I am not in the Senate at the present time to back you."

Stephen H. Tyng, president of the Real Estate Board of New York city: "Your straightforward and courageous statement concerning the transit problem and the recommendation that the matter be solved without ulterior motives, either political or otherwise, has made a deep impression on me and the members of the board. We feel confident the people, the real tax paying citizens, will support you unqualifiedly. Any problem approached from an high a standpoint cannot fail of solution."

Jefferson M. Levy, Manhattan: "I feel confident that the people of the city of New York endorse your views on your message to the Legislature on the rapid transit problem in the city of New York. The extravagance of the present administration and its unbusinesslike methods, if they continue, will be sure to bring disaster upon the taxpayers of the city of New York."

Oliver C. Sempie, Manhattan: "It is indeed refreshing to have an Executive at Albany possessed of rare courage and vision, who in the solution of momentous problems of State and city goes to the bottom of the matter, and asks the fundamental, economic questions, laws that determine final results."

Leslie L. Tompkins, professor of law in New York University, formerly assistant District Attorney and a leading member of Tammany Hall: "This is the first indication of light upon a very dark horizon that we have had for a long time. I recognize the truth of your assertion that there has been a lot of loose thinking and loose talking in connection with the matter. A reference to the law of this, as well as other States, shows you to be right in your law."

Ex-Senator George W. Brush, Brooklyn: "All the 'loose' talk and 'loose' thinking about charter rights and home rule are calculated to befuddle the question. These people who talk about such things seem to forget that home rule could be granted with charter rights as a privilege granted by the Legislature, and that the subject is responsible for much of the 'loose' thinking. They do not seem to understand that when a right is abused, as it has been in the transit question, the city, it is the duty of the State to step in and resume the duties it has previously delegated to the city."

## AUTOMOBILE THIEF BETRAYS MOTOR COPS TO WHITMAN

Continued from First Page.

Corporation Counsel Frank L. Polk. It was Neun who grabbed the assassin. Later in the afternoon Mr. Whitman asked that the Grand Jury, which, being the additional January body, would normally have been held yesterday, be continued "because of matters of great importance now pending." Judge Crain, consenting, told the jury that they would be asked to sit only two afternoons a week.

Judge Crain also granted a motion made by William J. Fallon for an early trial for Mr. Fallon's client, Police Capt. W. A. Bailey, formerly commander of the West Thirtieth street station, whose indictment was the first of the present Whitman series. Capt. Bailey will be tried before Judge Crain on February 18.

One of the prospective Grand Jury witnesses is a business man, who says that his \$2,000 automobile was stolen in June. Informed by the police that it had been recovered, he went to a garage as directed and identified the car, but members of the automobile squad would not give it to him because they "wanted to look into the case further." Later they demanded that he give a bond, and he did. Meanwhile he collected \$1,200 in insurance. Recently, he says, the police gave him back his car, smashed as if in a collision and needing repairs that will cost \$300.

Justice Barr in the Supreme Court denied Mrs. Ida Clausen's application for an injunction restraining Mr. Whitman and District Attorney Swann from continuing the investigation. He ordered that the motion papers be "stricken from the files of the court as scandalous" and having no relation to any proceeding.

## SUES TO PREVENT ENRICHMENT PENSION

William J. Schieffelin Files Taxpayers' Action.

Another determined effort to prevent Police Commissioner Enright from enjoying his job was made yesterday by William J. Schieffelin, president of the Citizens Union. Through his law-

## MAYOR HYLAN TAKES FIGHT TO THE BRONX

Two Addresses of His Read Attacking Miller Transit Measures.

Mayor Hyman, with a bad cold, which prevented him from delivering his addresses personally, carried to the Bronx last night his fight against Gov. Miller's plans for handling the traction problem.

At two addresses, one at the Bronx County Court House and at Public School 31, Longwood avenue and Kelly street. There were good sized audiences, and the Mayor's plan was well received.

The Mayor denounced the Governor's interference in the city's traction problems and again urged the plan for the adoption of the municipal bus idea. The proposed legislation, he said, is nothing more than an attempt to revoke and nullify the solemn agreements the city has entered into with the traction companies.

"It is my firm conviction," he continued, "that the proposal to create by legislation an appointed State body with power over contracts for the construction of city money and equipment and operation of rapid transit railways can never be written into a statute which will be approved by our courts as valid or constitutional."

Mr. Hyman said that if Gov. Miller's recommendations are to be adopted by the Legislature, "then the seat of our city government may as well be removed to Albany."

"It is a significant and striking feature of the Governor's proposal," he said, "that the radical legislation planned is only to affect the city of New York. The programme as to transit control and the radical change is not applied to up-State cities. Such a scheme of legislation would be a travesty of the Fourteenth Amendment of the Federal Constitution, in that it would deprive the city of New York of the equal protection of the laws as guaranteed by that amendment. There would be no reasonable basis in law for such discrimination between the city of New York and the other cities and localities of the State."

The Mayor then told of his bus scheme, picturing a city in which thousands of jitneys were running about and the proceeds of their operation being used to relieve the sufferings of the poor, to build schools and hospitals and to reduce the taxes of the general public.

F. H. La Guardia, President of the Board of Aldermen, also spoke at the Bronx meeting. During his address he made this statement:

"I may have something startling for you in the way of news in the next forty-eight or fifty hours. So that you will recognize it when it comes I will say now that it runs into eight figures. Yes, it is connected with traction and it involves a high city official."

After the meeting Mr. La Guardia was asked to amplify his statement and make his meaning clearer. He said: "I am running something down and hope to gain information which will be startling and which may involve eight figures, and perhaps a high city official may have knowledge of it."

'REPAVING HOLIDAY,' LA GUARDIA'S DEMAND

Says Cities Should Agree Until Asphalt Price Drops.

The applications of the Borough Presidents for \$500,000 for repaving various streets were laid over yesterday for one week by the Board of Estimate. Henry H. Curran, President of the Borough of Manhattan, asked for immediate consideration of the resolution, but F. H. La Guardia, President of the Board of Aldermen, objected, saying that Mayor Hyman should get into communication with the Mayors of other cities and "declare a repaving holiday until the price of asphalt comes down."

The five Borough Presidents were unanimous in opposing delay. Mr. Curran said that "if the Mayors of the large cities declare a repaving holiday they will, as well as declare a traffic holiday for repaving is the very life of the city's commerce."

Mr. Curran pointed out that the price of asphalt already had come down some, and that the application for repaving in Manhattan amounts to \$1,850,000, which is \$300,000 lower than the bids received a year ago.

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In illustrating the latter he pointed out the improvement he has observed in North Carolina since an earlier visit. He said that the growth of the cooperative movement among the small farmers, both black and white.

Dean Kelly Miller of the Junior College of Howard University, Washington, D. C., predicted that within six years there will be negro Representatives from New York city, Philadelphia and Chicago in Congress. This will be one of the political results of the migration of some 600,000 negroes from the South to the cities of the North during the last decade. He read census statistics showing the negro population in New York city to be 175,000, in Philadelphia 109,000, in Washington and Chicago 134,000.

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